BookletChart™

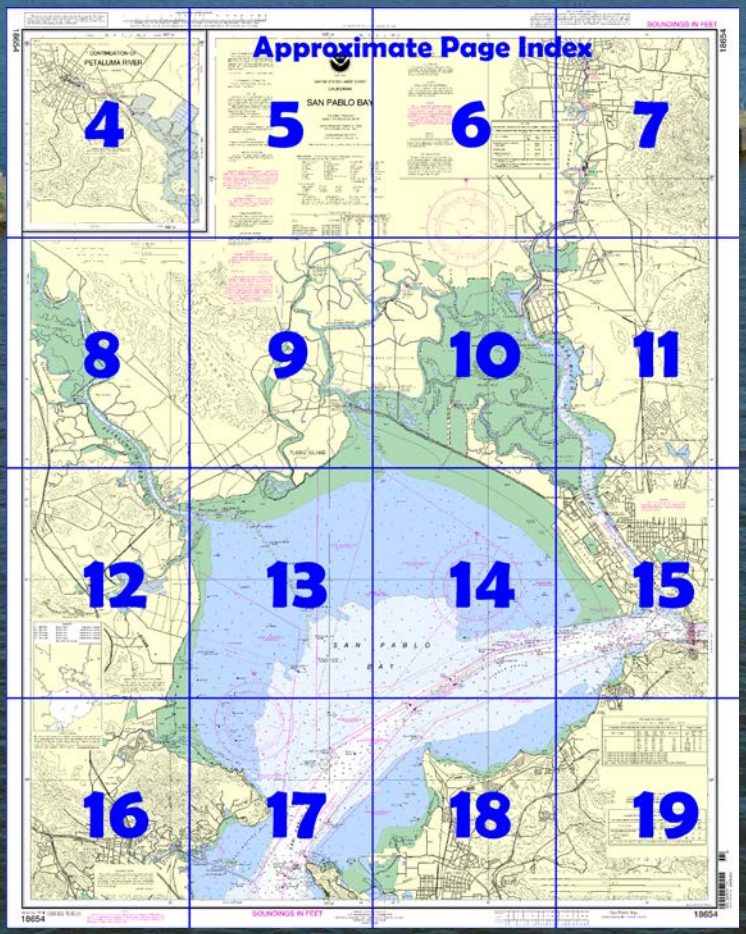
San Pablo Bay

NOAA Chart 18654

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

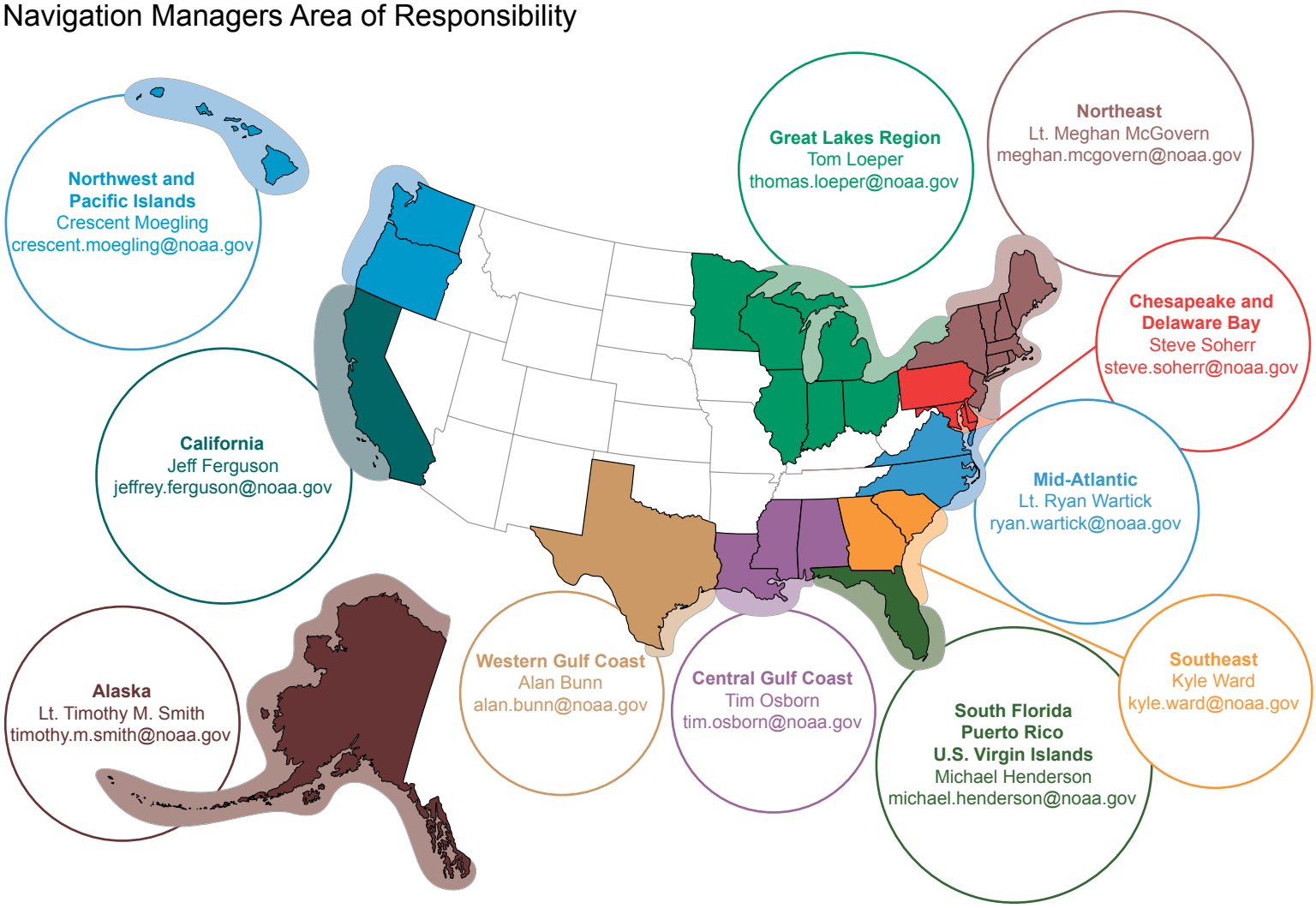
For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18654.

(Selected Excerpts from Coast Pilot)
San Pablo Bay is nearly circular, 10 miles long in a NE direction, with a greatest width of 8 miles. The N part consists of low marshes intersected by numerous sloughs and a large area of shoal water and mudflats that bare at extreme low water. The S shore is bolder, except between Point San Pablo and Pinole Point, where it is low and marshy for about 3 miles. Carquinez Strait joins San Pablo Bay with Mare Island Strait and Suisun Bay at its E extremity. There is considerable traffic through the bay. Lighter draft vessels pass through bound for points on Suisun Bay, and the Sacramento River to Sacramento, and on the San Joaquin River to Stockton.
A **regulated navigation area** has been established in San Pablo Bay N of the Pinole Shoal Channel. (See **33 CFR 165.1184**, chapter 2, for limits and regulations.)
Shoals and flats, which uncover, extend from Point San Pablo to Pinole Point, thence NE to Lone Tree Point.
Pinole Point is a moderately high, rocky bluff, projecting about 1 mile from the SE shore of San Pablo Bay. A T-head fishing pier extends NW from the E side of the point. Piles and a light are off the face of the pier. The ruins of a former wharf extend from the E side of the point. A pleasure fishing pier and a small-craft harbor are at **Lone Tree Point,** 4.6 miles E from Pinole Point. (See the small-craft facilities tabulation on chart 18652 for services and supplies available.)
Gallinas Creek enters San Pablo Bay about 1.5 miles NW of Point San Pedro. The entrance channel, marked by private markers on the N side, leads across flats to the mouth of the creek. In 1983, the channel had a controlling depth of 2 feet. Local knowledge is advised. Overhead cables crossing the creek have a minimum clearance of 65 feet.
Petaluma River enters San Pablo Bay on the NW side.
A dredged channel leads from deep water in San Pablo Bay to the mouth of the Petaluma River and continues upstream to the city of Petaluma. A Federal project provides for depths of 8 feet in the entrance and through the river to a turning basin at Petaluma, thence 4 feet to the upstream limit of the project. (See Notice to Mariners and latest edition of the chart for controlling depths.)
Danger zones are in the E part of San Pablo Bay adjacent to the W shore of Mare Island and in the N central part of the bay. (See **334.1160 and 334.1170,** chapter 2, for limits and regulations.)
Napa River, the continuation of Mare Island Strait above the naval shipyard, is used by barges and pleasure boats. Napa River is marked to Horseshoe Bend by lights and a daybeacon; above Horseshoe Bend, the river is marked by lights and daybeacons to the 3rd Street Bridge in Napa. A visible wreck, marked by a buoy, is on the E side of the channel just N of Slaughterhouse Point. In 2004, a submerged obstruction was reported in the channel E of Knight Island in about 38°08'16.5"N., 122°16'57.2"W.
The railroad bridge across Napa River at **Brazos**, about 6.8 miles above the Vallejo-Mare Island Causeway, has a vertical lift span with a clearance of 2 feet down and 97 feet up. When not in use, the drawspan is maintained in the open to navigation position. (See **117.1 through 117.59 and 117.169**, chapter 2, for drawbridge regulations.) The channel through the bridge crosses from one bank to the other causing a hazardous condition, because the direction of the ebb current is as much as 50° from the axis of the channel.
A fixed highway bridge with a clearance of 107 feet crosses the Napa River at Suscol, about 9.7 miles above the Vallejo-Mare Island Causeway.
Near **Imola**, 12 miles above Vallejo-Mare Island Causeway bridge, a fixed highway bridge crosses the river with a clearance of 60 feet. The three fixed bridges in Napa have a minimum width of 47 feet and a clearance of 3.7 feet. The minimum clearance of the power cables crossing the river below Napa is 125 feet, and in Napa, 40 feet.
A small-craft basin is on the W side of Napa River opposite **Bull Island**, 8 miles above the Vallejo-Mare Island Causeway, and several other small-craft facilities are elsewhere on the river.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Alameda	Commander 11th CG District Alameda, CA	(510) 437-3700

Navigation Managers Area of Responsibility

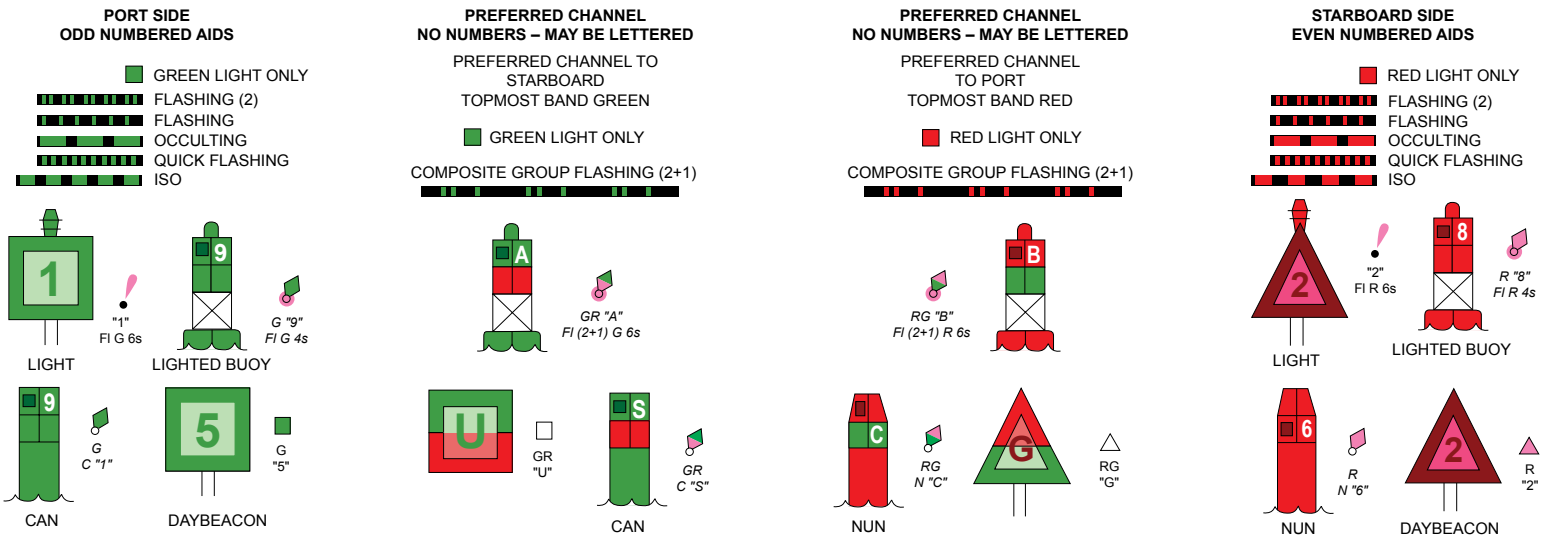


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

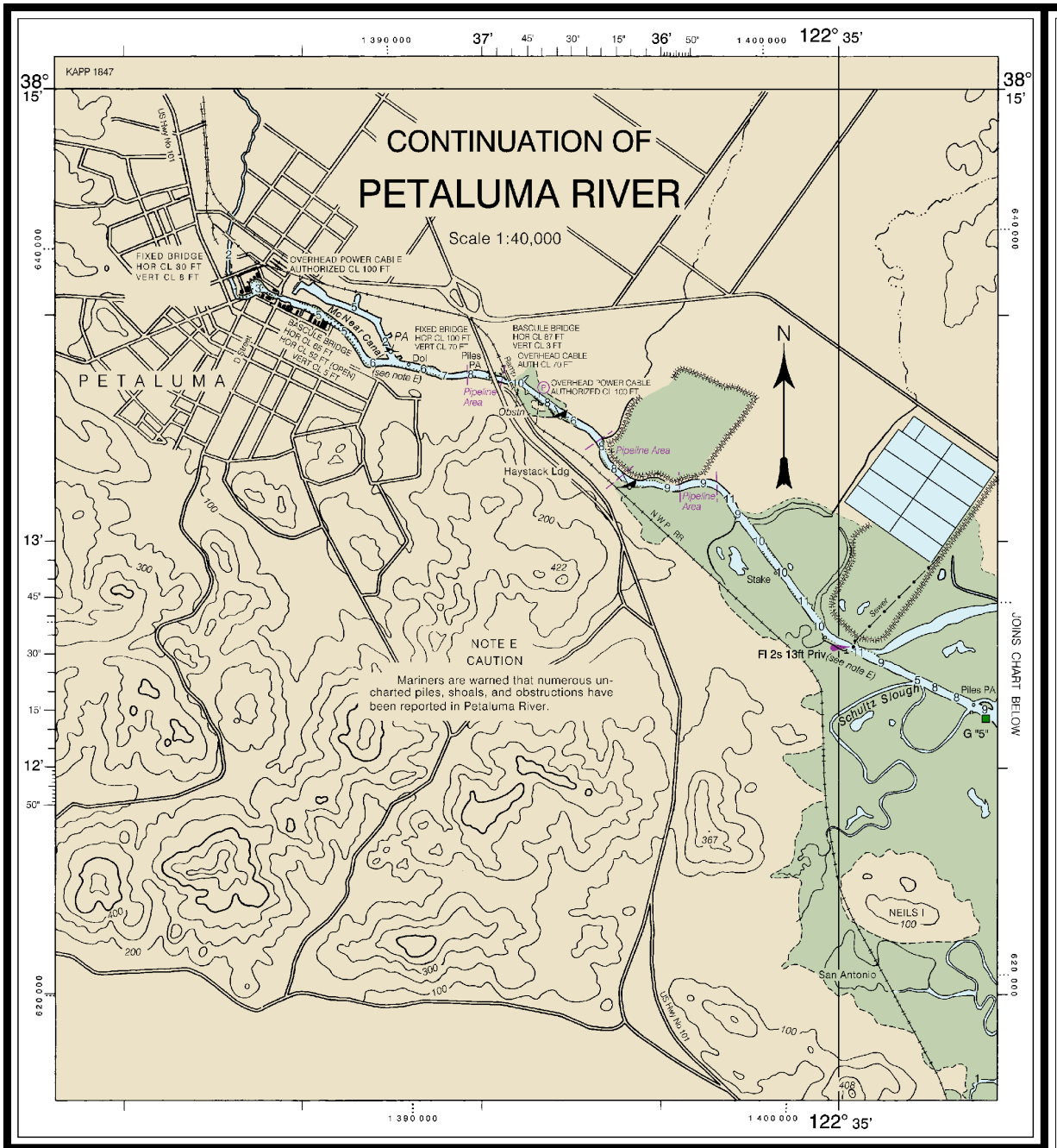
Lateral System As Seen Entering From Seaward

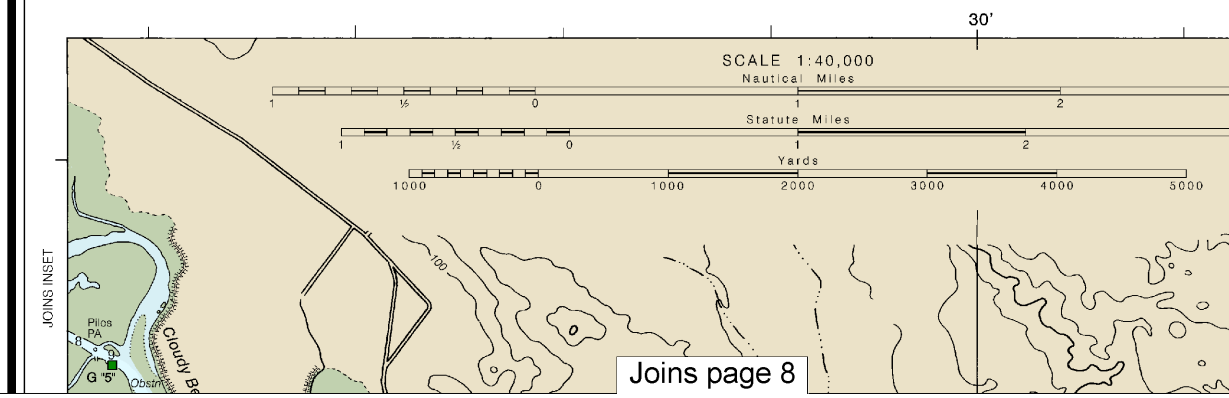
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.





Joins page 8

NOAA WEATHER
The NOAA Wea
below provides conti
The reception ran
nautical miles from t
as much as 100 na
high elevations.
Mt. Pise, CA

SUPPLEMEN
Consult U.S. C
supplemental infor

Limitations on t
aids to marine navi
U.S. Coast Guard
Geospatial-Intelligen
Radio direction-fir
broadcasting statio
should be used with
Station positions
⊙(Accurate location

Temporary cha
navigation are not i
Local Notice to Mari

Improved channel
subject to shoaling,

AIDS T
Consult U.S. C
supplemental infor
navigation.

HORIZO
The horizontal ref
is North American Da
for charting purpose
to the World Geodet
Geographic positi
American Datum of
average of 0.292" sou
to agree with this ch

WA
The prudent ma
any single aid to n
floating aids. See U
and U.S. Coast Pilo

POLLUT
Report all spills
stances to the Nati
1-800-424-8802 (toll
Coast Guard facility i
is impossible (33 CFR

RADAR
Radar reflectors h
floating aids to nav
reflector identificati
omitted from this ch

C
SUBMARINE PIP
Charted submarin
cables and submarin
are shown as:

Pipeline Area

Additional unchar
submarine cables n
this chart. Not all su
marine cables are
those that were or
become exposed. M
caution when opera
water comparable t

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~
Nautical Miles
1 ½ 0 1 2 3
Yards
1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Formerly C&GS 5533, 1st Ed., Jan. 1906 G-1954-861 KAPP 1846

122° 25' 24' 45" 30' 15" 23' 50"

ER RADIO BROADCASTS
eather Radio station listed
ntinuous weather broadcasts.
ange is typically 20 to 40
the antenna site, but can be
autical miles for stations at

KHB-49 162.400 MHz WX2

ENTAL INFORMATION
Coast Pilot 7 for important
ormation.

CAUTION
the use of radio signals as
vigation can be found in the
d Light Lists and National
ence Agency Publication 117.
finder bearings to commercial
ions are subject to error and
ith caution.
s are shown thus:
on) o(Approximate location)

CAUTION
anges or defects in aids to
indicated on this chart. See
ariners.

CAUTION
els shown by broken lines are
, particularly at the edges.

TO NAVIGATION
Coast Guard Light List for
ormation concerning aids to

ZONTAL DATUM
eference datum of this chart
atum of 1983 (NAD 83), which
ses is considered equivalent
etic System 1984 (WGS 84).
tions referred to the North
f 1927 must be corrected an
outhward and 3.910" westward
chart.

WARNING
ariner will not rely solely on
navigation, particularly on
U.S. Coast Guard Light List
lot for details.

UTION REPORTS
s of oil and hazardous sub-
tional Response Center via
il free), or to the nearest U.S.
y if telephone communication
FR 153).

AR REFLECTORS
s have been placed on many
avigation. Individual radar
tion on these aids has been
chart.

CAUTION
PIPELINES AND CABLES
ine pipelines and submarine
ine pipeline and cable areas

Cable Area

arted submarine pipelines and
may exist within the area of
submarine pipelines and sub-
e required to be buried, and
originally buried may have
Mariners should use extreme
erating vessels in depths of
to their draft in areas where

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST

CALIFORNIA

SAN PABLO BAY

Mercator Projection
Scale 1:40,000 at Lat 38°08'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

NOTE D
CAUTION
Mariners are warned that numerous uncharted piles, snags, pipes, shoals, obstructions, and wrecks, some submerged, may exist along the edge of the waterway.

NOTE H
The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the San Francisco Bay and surrounding areas. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual.
All of the San Pablo Bay is within the VTS area with the exception of the Petaluma River Entrance Channel.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 11th Coast Guard District in Alameda, California or at the Office of the District Engineer, Corps of Engineers in San Francisco, California.
Refer to charted regulation section numbers.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

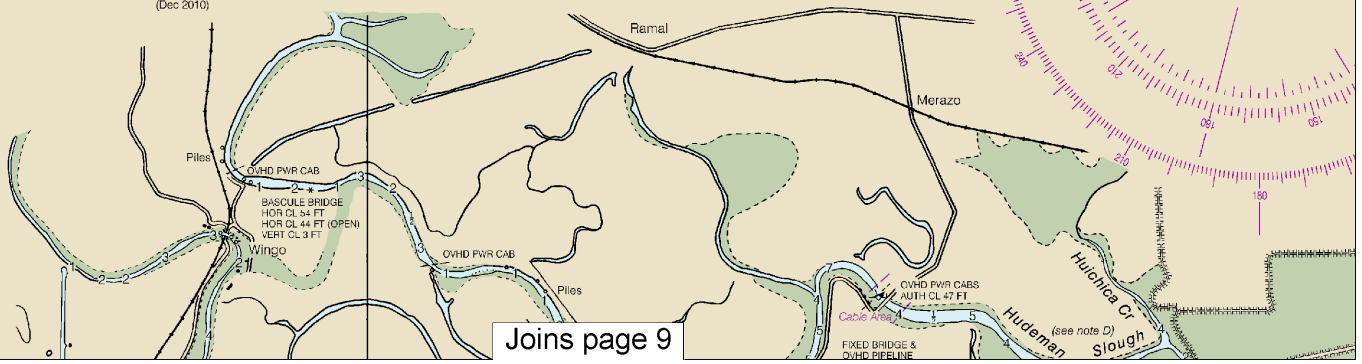
(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Point Orient	(37°58'N/122°26'W)	6.0	5.4	1.1
Hercules, Refugio Landing	(38°01'N/122°18'W)	6.1	5.5	1.0
Mare Island, Carquinez Strait	(38°04'N/122°15'W)	5.9	5.3	1.0
Petaluma River Entrance	(38°07'N/122°30'W)	6.1	5.6	1.0
Sonoma Creek	(38°09'N/122°24'W)	5.6	5.0	0.8

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Dec 2010)



Joins page 9

Joins page 6

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

Formerly C&GS 5533, 1st Ed., Jan. 1906 G-1954-861 KAPP 1846

122° 25' 24' 45" 30' 15" 23' 50" 20'

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST

CALIFORNIA

SAN PABLO BAY

Mercator Projection
Scale 1:40,000 at Lat 38°08'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

NOTE D
CAUTION
Mariners are warned that numerous uncharted piles, snags, pipes, shoals, obstructions, and wrecks, some submerged, may exist along the edge of the waterway.

NOTE H
The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the San Francisco Bay and surrounding areas. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual.
All of the San Pablo Bay is within the VTS area with the exception of the Petaluma River Entrance Channel.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 11th Coast Guard District in Alameda, California or at the Office of the District Engineer, Corps of Engineers in San Francisco, California.
Refer to charted regulation section numbers.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy grey	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

.21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Point Orient	(37°58'N/122°26'W)	6.0	5.4	1.1
Hercules, Refugio Landing	(38°01'N/122°18'W)	6.1	5.5	1.0
Mare Island, Carquinez Strait	(38°04'N/122°15'W)	5.9	5.3	1.0
Petaluma River Entrance	(38°07'N/122°30'W)	6.1	5.6	1.0
Sonoma Creek	(38°09'N/122°24'W)	5.6	5.0	0.8

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Dec 2010)

Joins page 5

Joins page 10

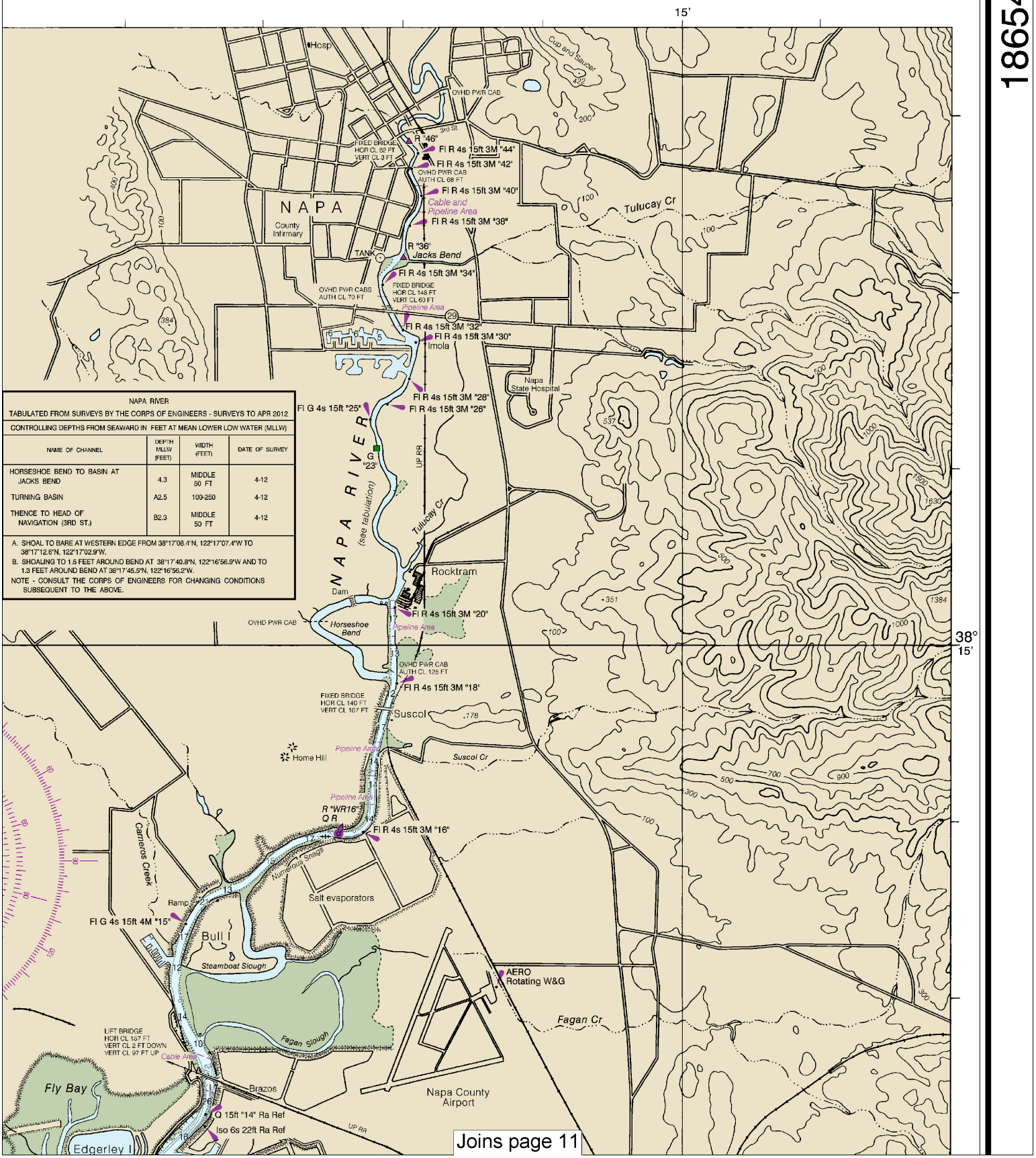
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Note: Chart grid lines are aligned with true north.



NAPA RIVER

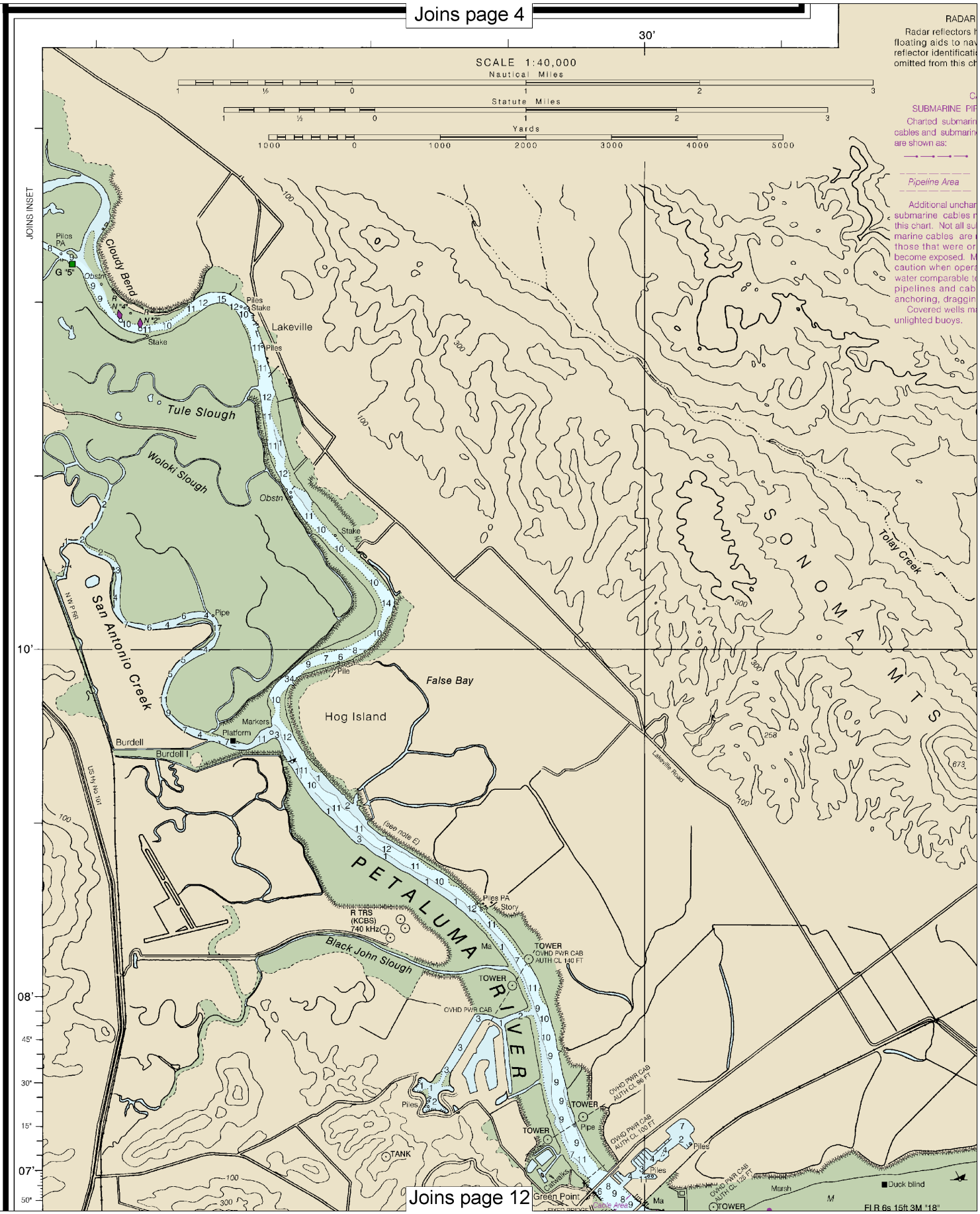
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO APR 2012

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)

NAME OF CHANNEL	DEPTH MLLW (FEET)	WIDTH (FEET)	DATE OF SURVEY
HORSESHOE BEND TO BASIN AT JACKS BEND	4.3	MIDDLE 50 FT	4-12
TURNING BASIN	A2.5	100-250	4-12
THENCE TO HEAD OF NAVIGATION (3RD ST.)	B2.3	MIDDLE 50 FT	4-12

A. SHOAL TO BARE AT WESTERN EDGE FROM 38°17'08.4"N, 122°17'07.4"W TO 38°17'12.6"N, 122°17'02.9"W.
B. SHOALING TO 1.5 FEET AROUND BEND AT 38°17'40.8"N, 122°16'56.9"W AND TO 1.3 FEET AROUND BEND AT 38°17'45.5"N, 122°16'56.2"W.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS SUBSEQUENT TO THE ABOVE.

Joins page 4



Joins page 12

RADAR
Radar reflectors h
floating aids to nav
reflector identificati
omitted from this ch

SUBMARINE PIP
Charted submarin
cables and submarin
are shown as:

Pipeline Area

Additional unchar
submarine cables r
this chart. Not all su
marine cables are
those that were or
become exposed. M
caution when opera
water comparable t
pipelines and cab
anchoring, draggin
Covered wells ma
unlighted buoys.

8

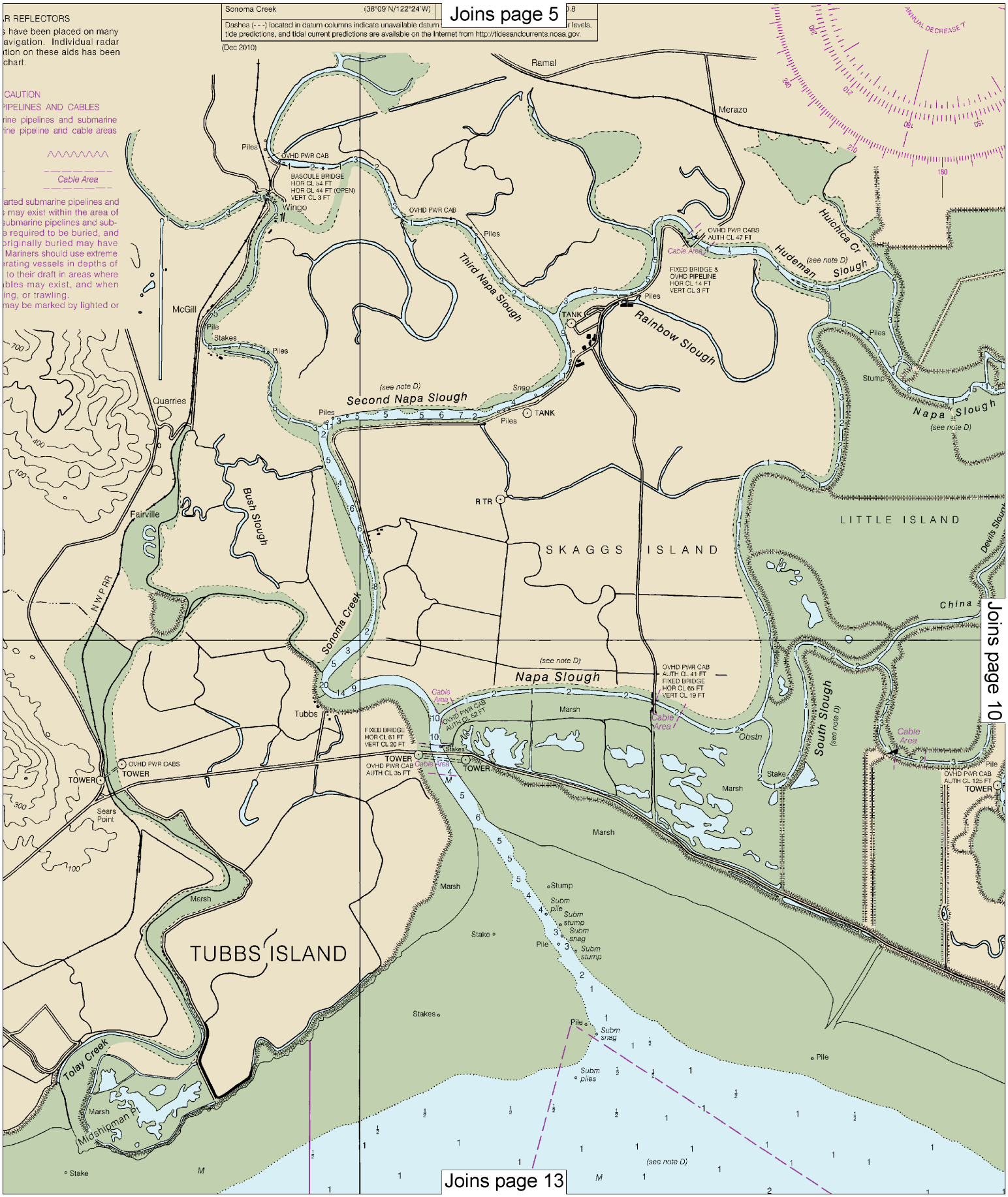
Note: Chart grid lines are aligned with true north.

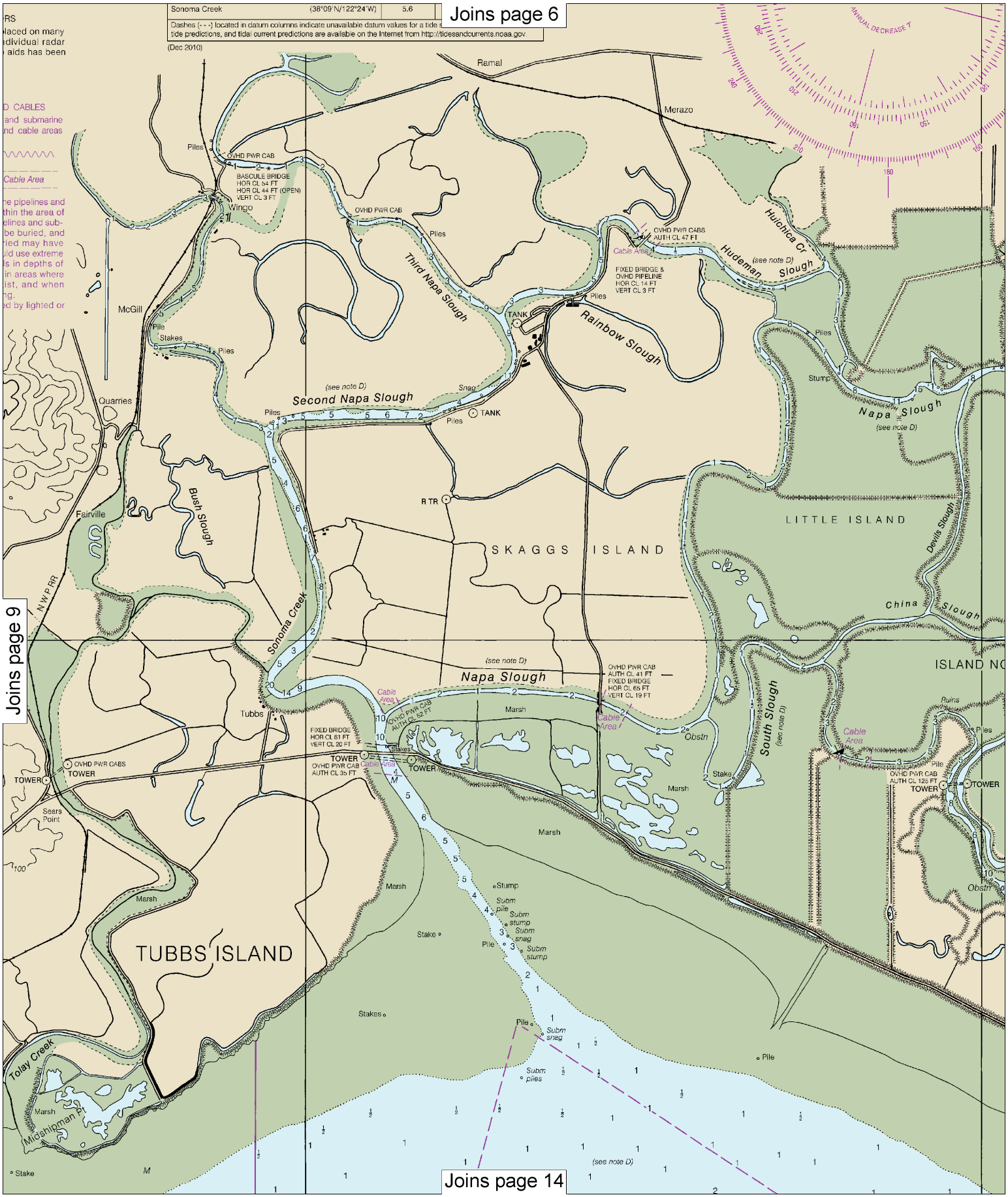
Printed at reduced scale.

~~SCALE 1:40,000~~
Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 5
Sonoma Creek (38°09'N/122°24'W)
Dashes (- - -) located in datum columns indicate unavailable datum
tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.
(Dec 2010)
R REFLECTORS
have been placed on many
avigation. Individual radar
tion on these aids has been
chart.
CAUTION
PIPELINES AND CABLES
ine pipelines and submarine
ine pipeline and cable areas
Cable Area
arted submarine pipelines and
may exist within the area of
ubmarine pipelines and sub-
e required to be buried, and
originally buried may have
Mariners should use extreme
rating vessels in depths of
to their draft in areas where
ables may exist, and when
ing, or trawling.
may be marked by lighted or
Ramal
Merazo
Wingo
McGill
Quarries
Fairville
Bush Slough
Third Napa Slough
Second Napa Slough
Rainbow Slough
Huichica Cr
Hudeman Slough
Napa Slough
LITTLE ISLAND
SKAGGS ISLAND
Devils Slough
China
Sonoma Creek
N W P RR
Tubbs
Napa Slough
South Slough
Obstn
Marsh
Sears Point
TUBBS ISLAND
Tolay Creek
Midshipman Pt
Stumps
Subm pile
Subm stump
Subm snag
Subm piles
Stakes
Piles
Pile
TANK
R TR
TOWER
OVHD PWR CAB
OVHD PWR CABS
BASCULE BRIDGE
HOR CL 54 FT
HOR CL 44 FT (OPEN)
VERT CL 3 FT
OVHD PWR CABS AUTH CL 47 FT
FIXED BRIDGE & OVHD PIPELINE
HOR CL 14 FT
VERT CL 3 FT
OVHD PWR CAB AUTH CL 41 FT
FIXED BRIDGE
HOR CL 65 FT
VERT CL 19 FT
OVHD PWR CAB AUTH CL 52 FT
FIXED BRIDGE
HOR CL 61 FT
VERT CL 20 FT
OVHD PWR CAB AUTH CL 3a FT
OVHD PWR CAB AUTH CL 12a FT
(see note D)
Joins page 10
Joins page 13



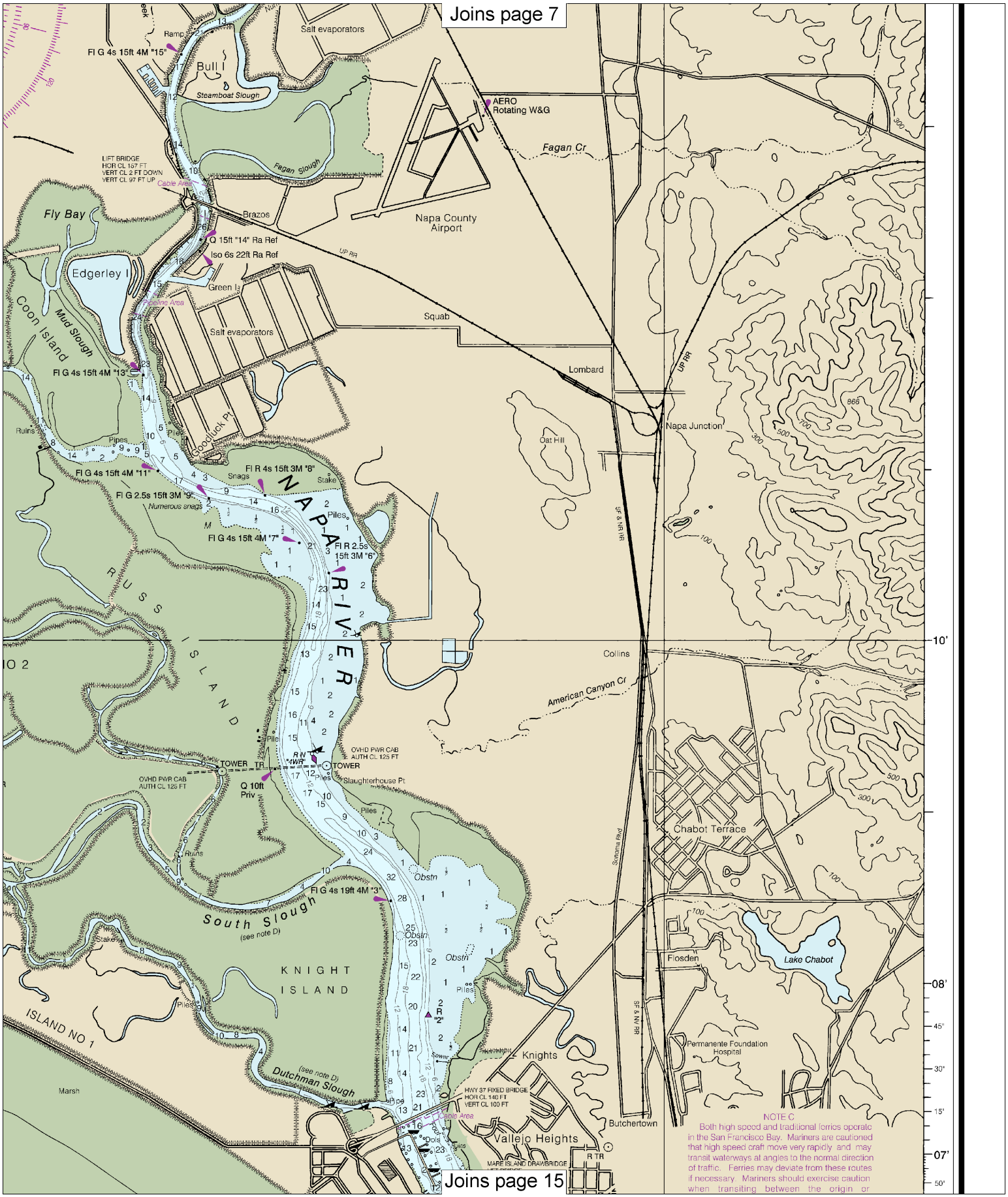
Note: Chart grid lines are aligned with true north.

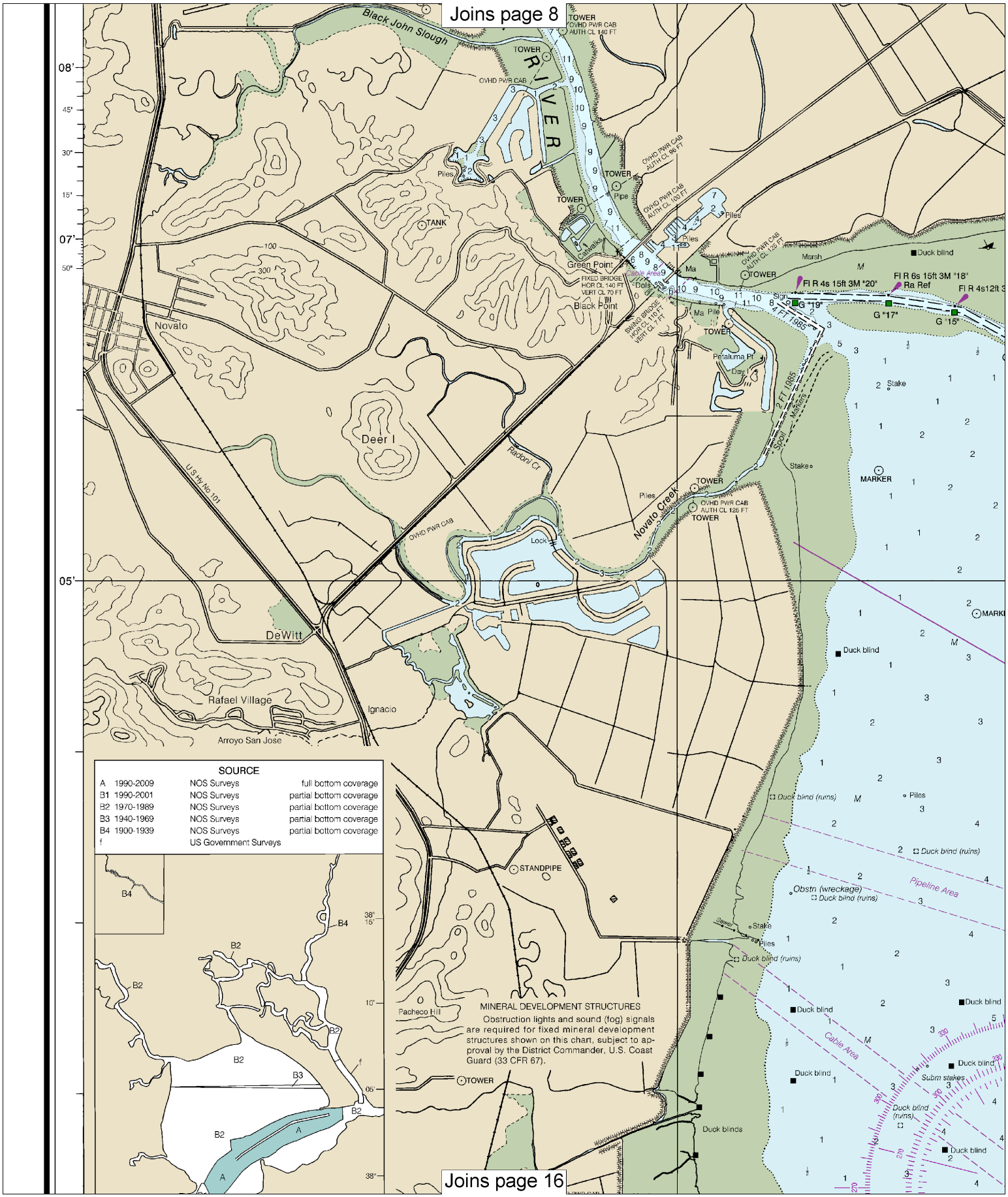
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 7
Ramp
Salt evaporators
Fl G 4s 15ft 4M "15"
Bull I
Steamboat Slough
AERO
Rotating W&G
Fagan Cr
LIFT BRIDGE
HOR CL 157 FT
VERT CL 2 FT DOWN
VERT CL 97 FT UP
Cable Area
Fagan Slough
Fly Bay
Brazos
Napa County
Airport
Q 15ft "14" Ra Ref
Iso 6s 22ft Ra Ref
UP RR
Edgerley I
Green I
Pipeline Area
Coon Island
Mud Slough
Squab
Salt evaporators
Fl G 4s 15ft 4M "13"
Lombard
Goodluck Pt
Ruins
Pipes
Piles
Fl R 4s 15ft 3M "8"
Fl G 4s 15ft 4M "11"
Snags
Stake
Fl G 2.5s 15ft 3M "9"
Numerous snags
NAPA RIVER
Fl G 4s 15ft 4M "7"
Fl R 2.5s
15ft 3M "6"
RUSS ISLAND
Collins
American Canyon Cr
OVHD PWR CAB
AUTH CL 125 FT
TOWER
TR
Q 10ft
Priv
Slaughterhouse Pt
Obstn
Fl G 4s 19ft 4M "3"
South Slough
(see note D)
KNIGHT
ISLAND
ISLAND NO 1
Marsh
Dutchman Slough
(see note D)
Knights
HWY 37 FIXED BRIDGE
HOR CL 140 FT
VERT CL 100 FT
Cable Area
Vallejo Heights
MARE ISLAND DRAWBRIDGE
R TR
Butchertown
Napa Junction
Oat Hill
SF & NR RR
Sonoma Blvd
Chabot Terrace
Fosden
Lake Chabot
Permanente Foundation
Hospital
NOTE C
Both high speed and traditional ferries operate in the San Francisco Bay. Mariners are cautioned that high speed craft move very rapidly and may transit waterways at angles to the normal direction of traffic. Ferries may deviate from these routes if necessary. Mariners should exercise caution when transiting between the origin or
10'
08'
45"
30"
15'
07'
50'
Joins page 15



12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000

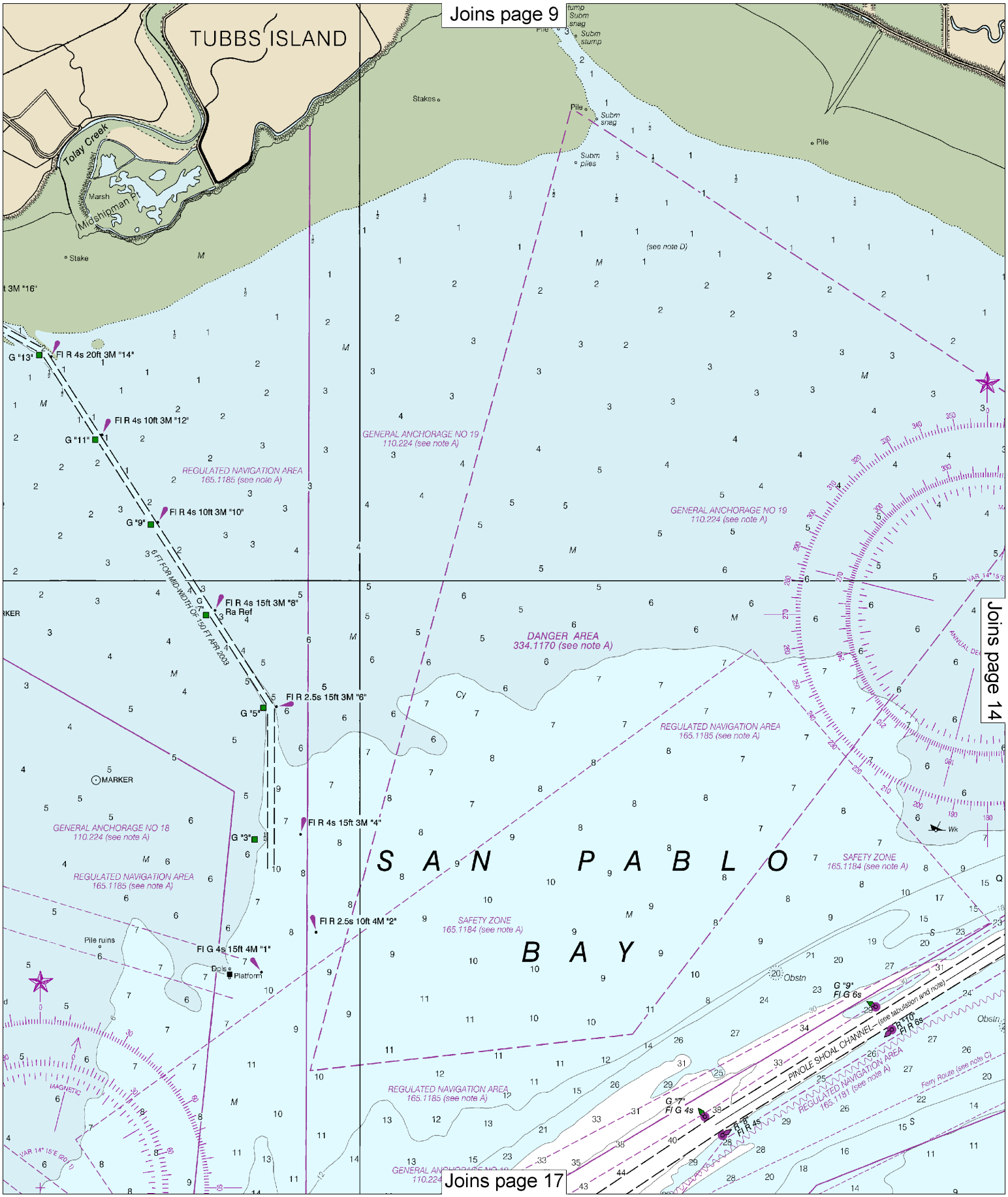
Nautical Miles

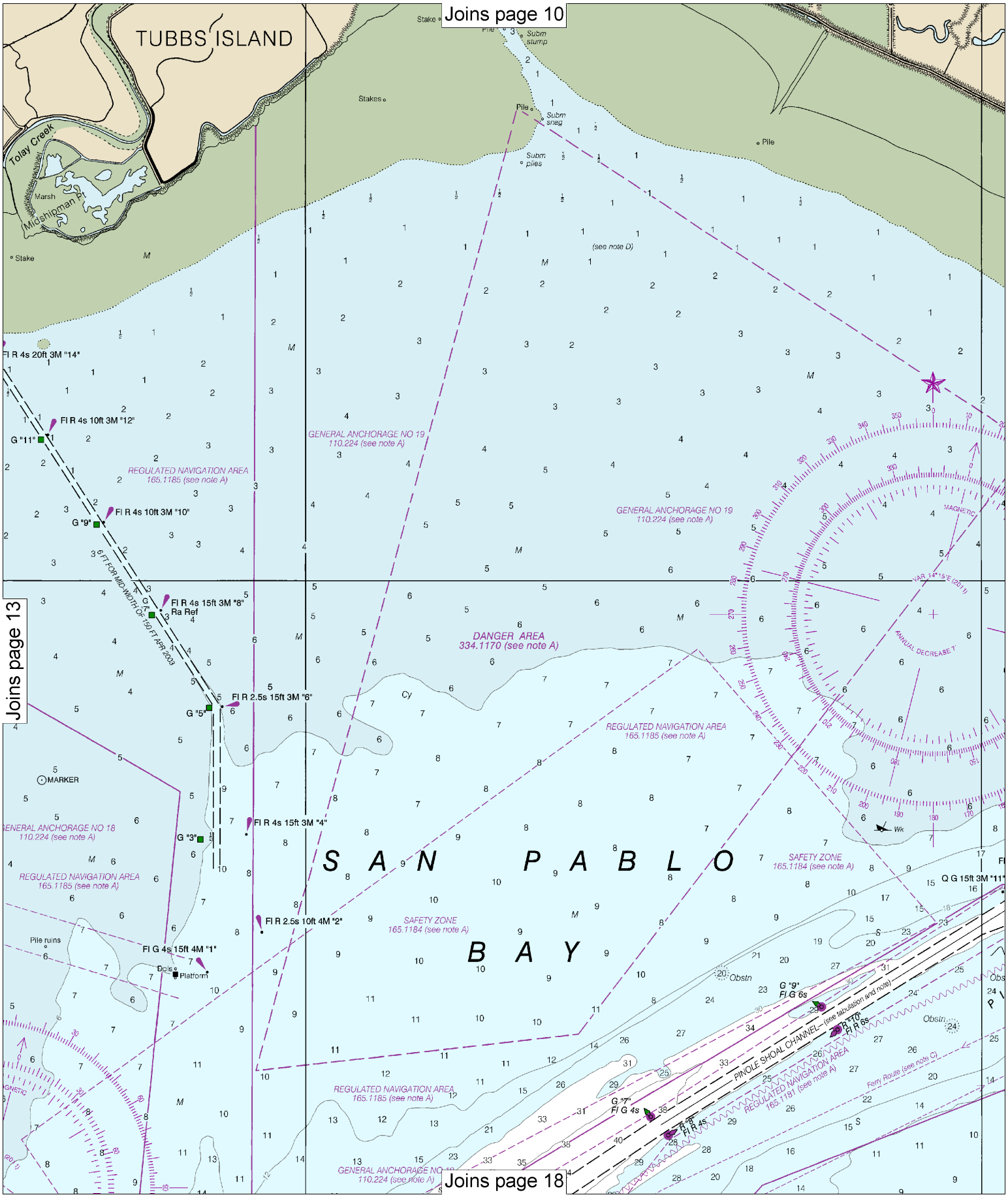
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 9
TUBBS ISLAND
Tolay Creek
Marsh
Midshipman Pt
Stakes
Pile
Subm stump
Subm snag
Subm piles
Stake
(see note D)
G "13"
Fl R 4s 20ft 3M "14"
Fl R 4s 10ft 3M "12"
G "11"
Fl R 4s 10ft 3M "10"
G "9"
GENERAL ANCHORAGE NO 19
110.224 (see note A)
REGULATED NAVIGATION AREA
165.1185 (see note A)
6 FT FOR MID-WIDTH OF 150 FT APR 2003
Fl R 4s 15ft 3M "8"
Ra Ref
DANGER AREA
334.1170 (see note A)
Fl R 2.5s 15ft 3M "6"
G "5"
MARKER
Fl R 4s 15ft 3M "4"
G "3"
GENERAL ANCHORAGE NO 18
110.224 (see note A)
SAFETY ZONE
165.1184 (see note A)
S A N P A B L O
B A Y
Fl R 2.5s 10ft 4M "2"
Fl G 4s 15ft 4M "1"
Pile ruins
Dols
Platform
Obstn
G "9"
Fl G 6s
PINOLE SHOAL CHANNEL—[see tabulation and note]
R "10"
Fl R 6s
G "7"
Fl G 4s
R "8"
Fl R 4s
REGULATED NAVIGATION AREA
165.1181 (see note A)
Ferry Route (see note C)
Wk
Joins page 14
Joins page 17



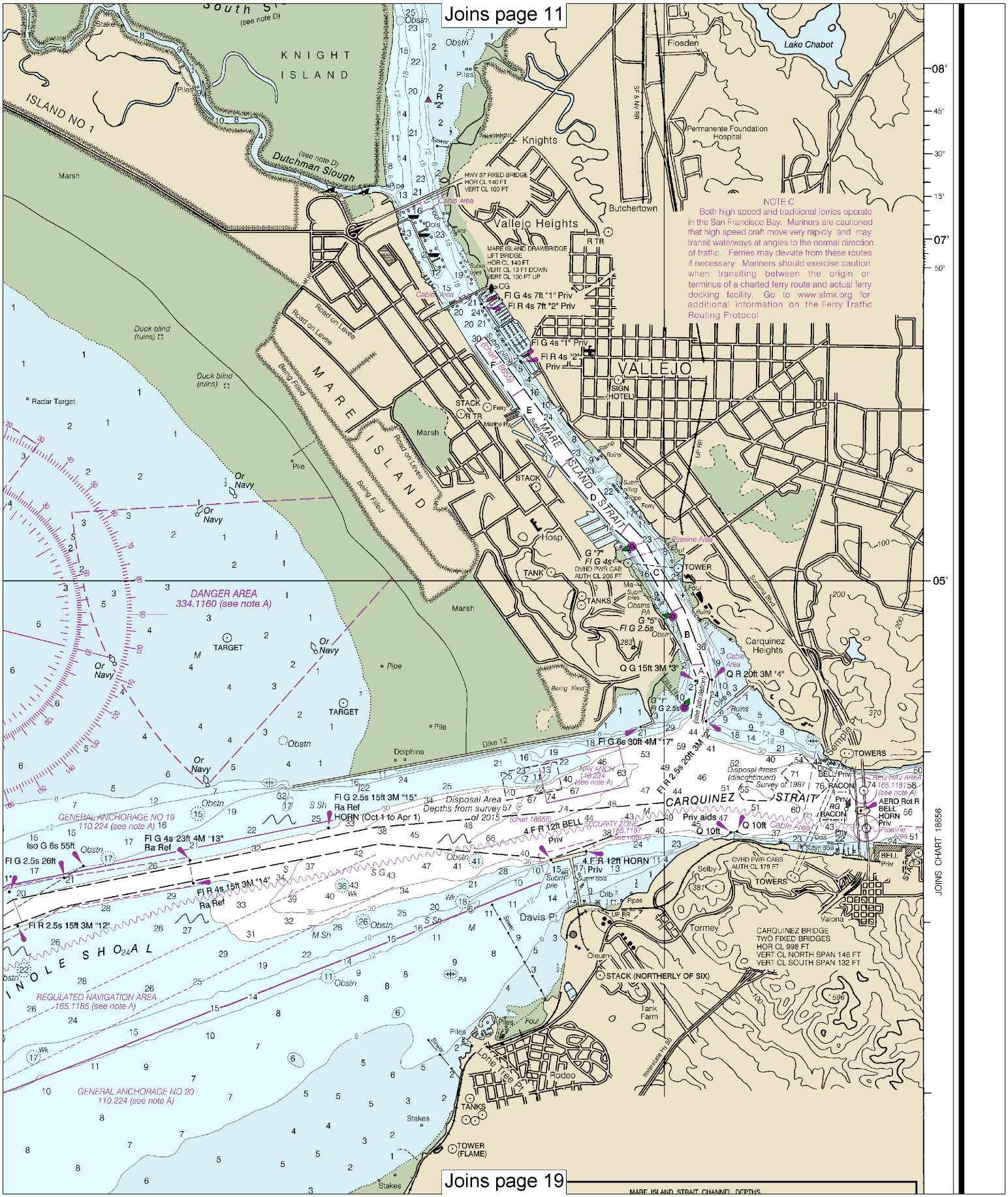
Note: Chart grid lines are aligned with true north.

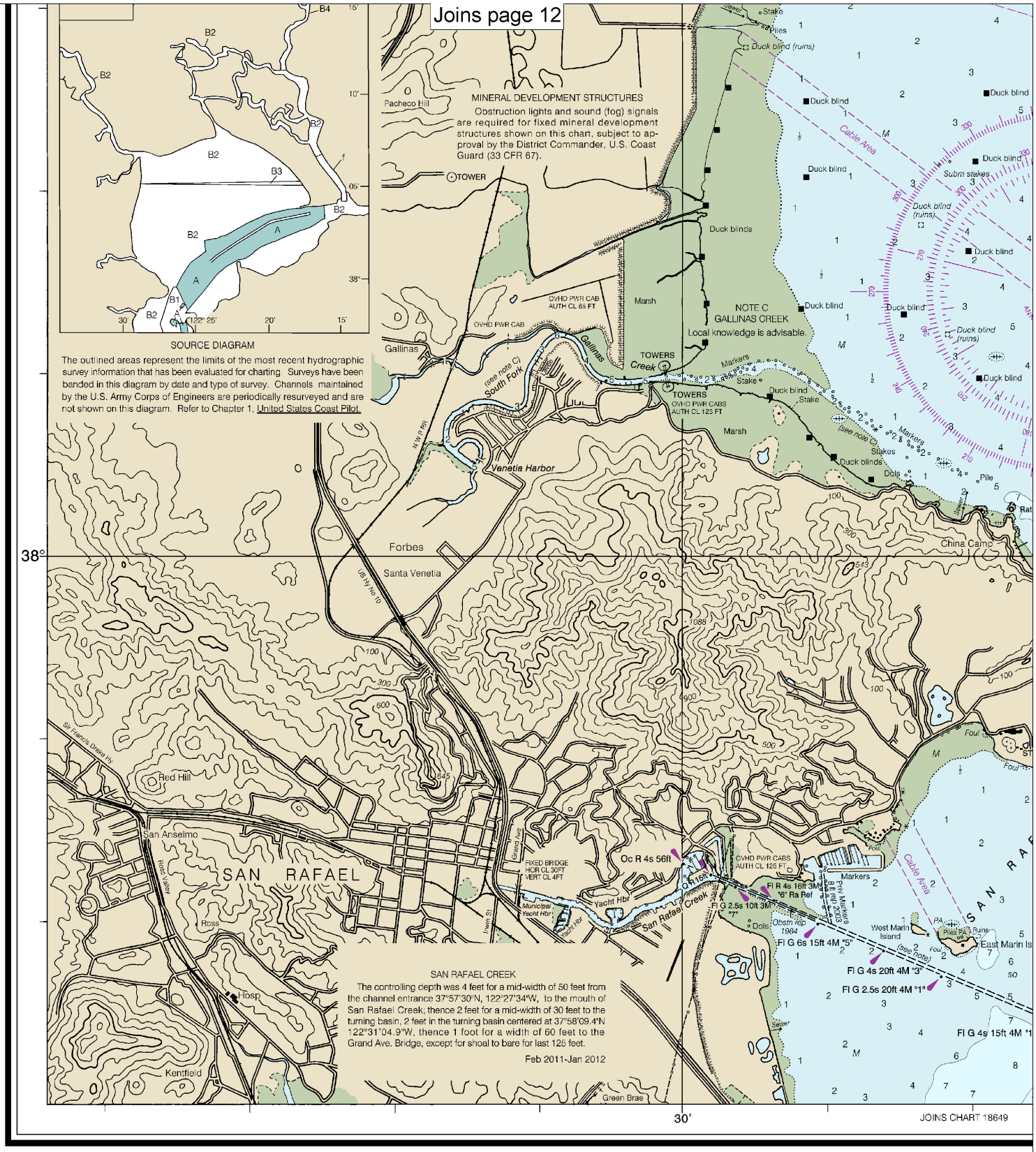
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 11
KNIGHT ISLAND
ISLAND NO 1
Dutchman Slough
(see note D)
Marsh
Knights
Flosden
Lake Chabot
Permanente Foundation Hospital
Butchertown
Vallejo Heights
HWY 37 FIXED BRIDGE
HOR CL 140 FT
VERT CL 100 FT
MARE ISLAND DRAWBRIDGE
LIFT BRIDGE
HOR CL 140 FT
VERT CL 13 FT DOWN
VERT CL 100 FT UP
Fl G 4s 7ft "1" Priv
Fl R 4s 7ft "2" Priv
Fl G 4s "1" Priv
Fl R 4s "2" Priv
VALLEJO
SIGN (HOTEL)
NOTE C
Both high speed and traditional ferries operate in the San Francisco Bay. Mariners are cautioned that high speed craft move very rapidly and may transit waterways at angles to the normal direction of traffic. Ferries may deviate from these routes if necessary. Mariners should exercise caution when transiting between the origin or terminus of a charted ferry route and actual ferry docking facility. Go to www.sfmx.org for additional information on the Ferry Traffic Routing Protocol.
MARE ISLAND
MARE ISLAND STRAIT
Duck blind (ruins)
Road on Levee
Being Filled
Radar Target
Pile
Or Navy
DANGER AREA
334.1160 (see note A)
TARGET
Pipe
Obstn
Dolphins
Dike 12
STACK
TANK
Hosp
TOWER
TANKS
G "7"
Fl G 4s
OVHD PWR CAB
AUTH CL 205 FT
G "5"
Fl G 2.5s
Q G 15ft 3M "3"
Q R 20ft 3M "4"
Carquinez Heights
Fl G 6s 30ft 4M "17"
Fl R 2.5s 20ft 3M
TOWERS
CARQUINEZ STRAIT
Disposal Areas (discontinued) Survey of 1967
NAV ANCH 110.224 (see note A)
Fl G 2.5s 15ft 3M "15"
Ra Ref
HORN (Oct 1 to Apr 1)
Disposal Area
Depths from survey of 2015
(Chart 18655)
4 F R 12ft BELL
SECURITY ZONE 165.1197 (see note A)
Priv aids
Q 10ft
Cable Area
Fl G 4s 23ft 4M "13"
Iso G 6s 55ft
Fl G 2.5s 26ft
Fl R 4s 15ft 3M "14"
Fl R 2.5s 15ft 3M "12"
4 F R 12ft HORN
OVHD PWR CABS
AUTH CL 179 FT
Selby
Tormey
Valona
CARQUINEZ BRIDGE
TWO FIXED BRIDGES
HOR CL 998 FT
VERT CL NORTH SPAN 146 FT
VERT CL SOUTH SPAN 132 FT
STACK (NORTHERLY OF SIX)
Tank Farm
Oleum
Davis Pt
INDIAN SHOAL
REGULATED NAVIGATION AREA
165.1185 (see note A)
GENERAL ANCHORAGE NO 19
110.224 (see note A)
GENERAL ANCHORAGE NO 20
110.224 (see note A)
Rodeo
Lone Tree
TANKS
TOWER (FLAME)
Stakes
Joins page 19
MARE ISLAND STRAIT CHANNEL DEPTHS
JOINS CHART 18656
08'
45"
30"
15'
07'
50'
05'



CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

18654

45th Ed., Jan. 2011. Last Correction: 11/30/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)

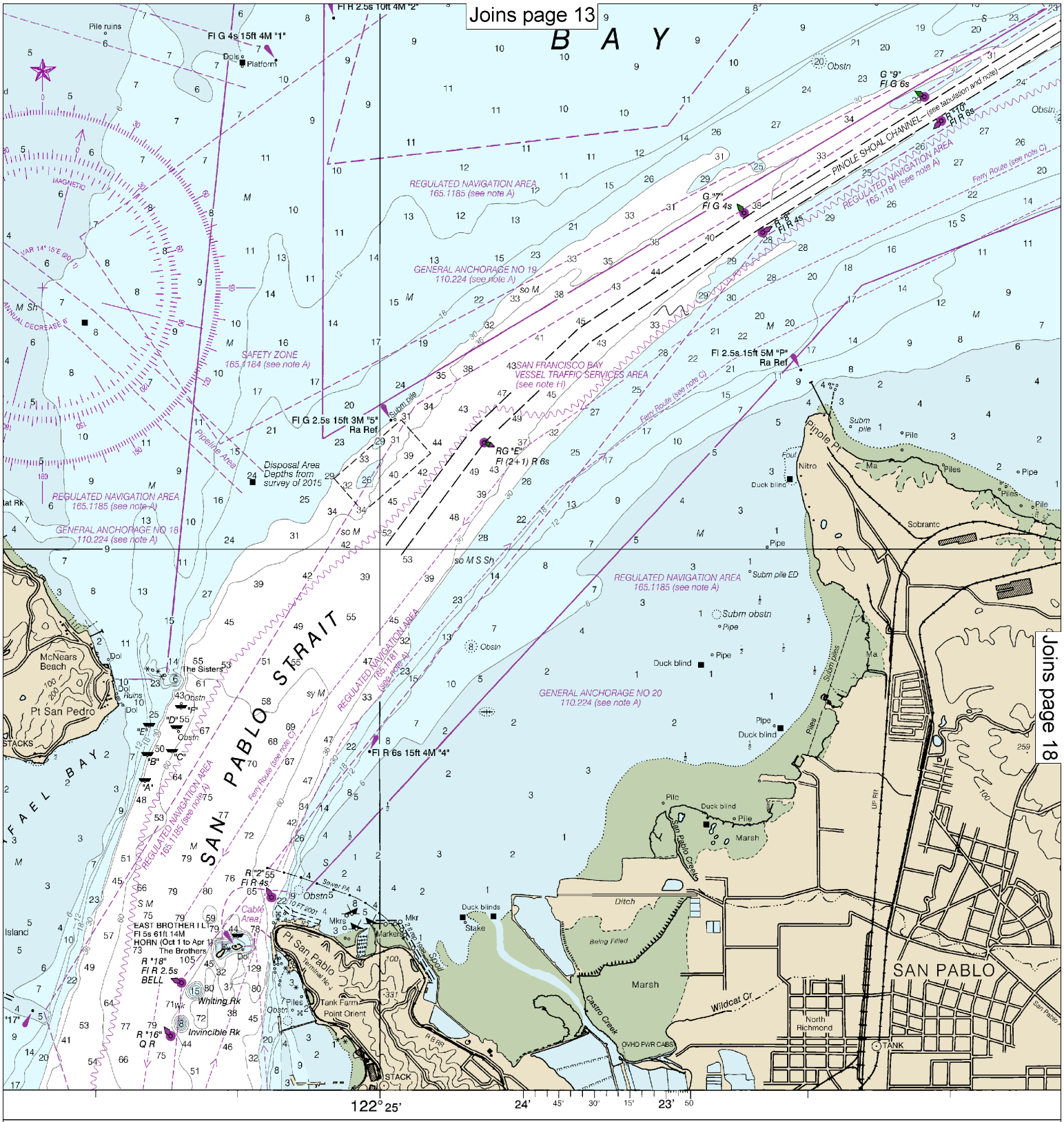
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

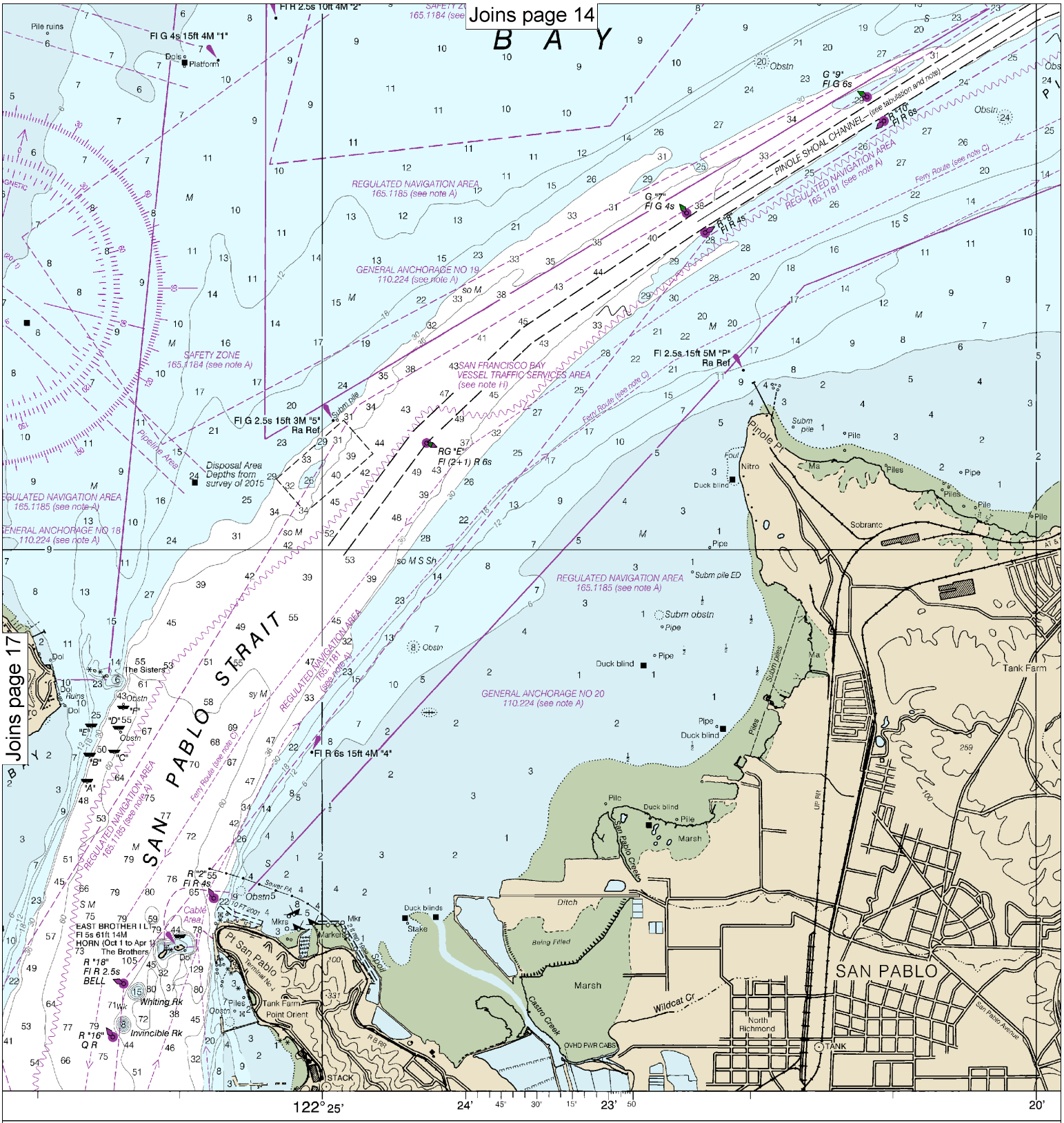
Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



SOUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



SOUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

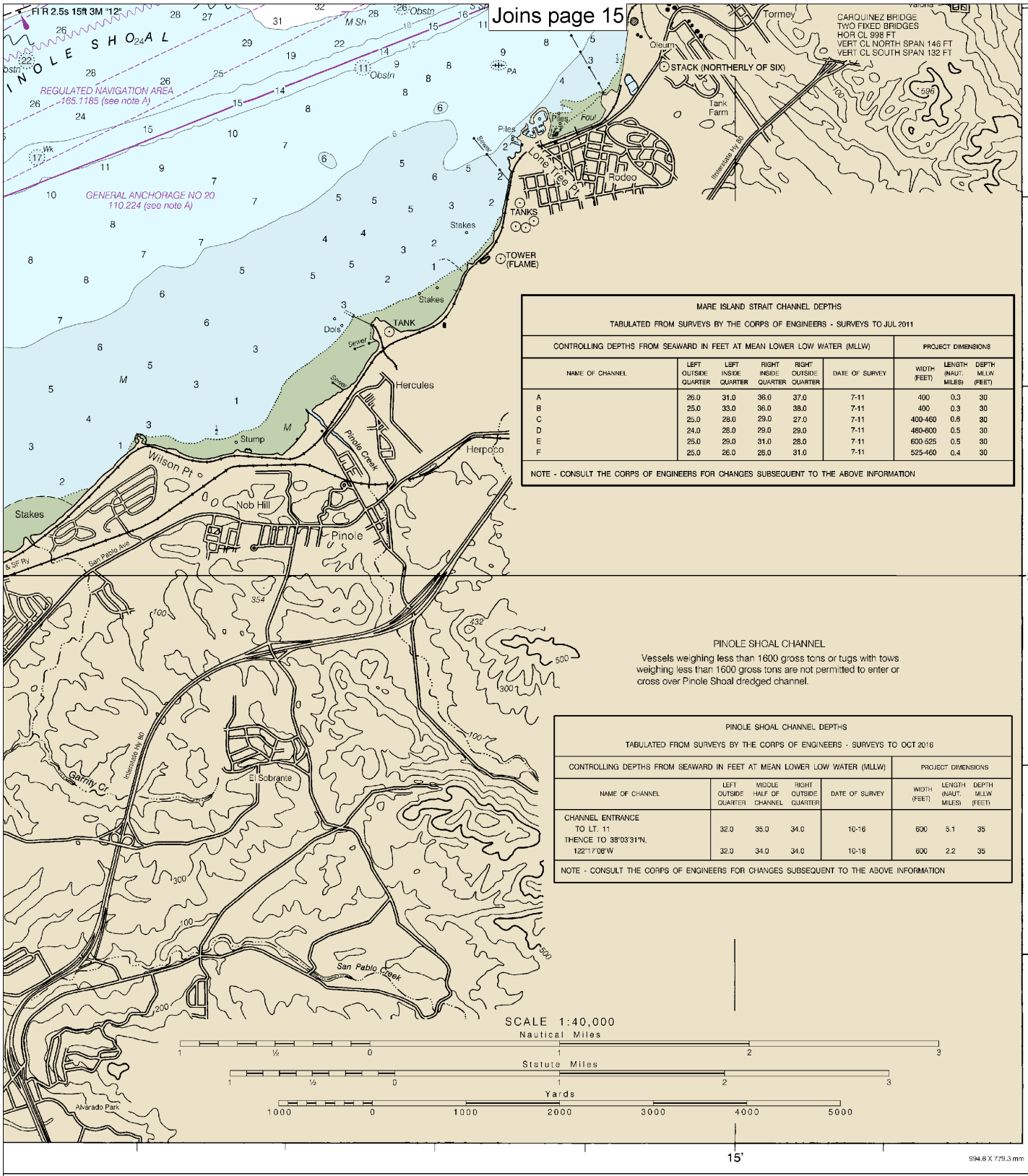
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



MARE ISLAND STRAIT CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JUL 2011

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
A	26.0	31.0	36.0	37.0	7-11	400	0.3	30
B	25.0	33.0	36.0	38.0	7-11	400	0.3	30
C	25.0	28.0	29.0	27.0	7-11	400-460	0.6	30
D	24.0	28.0	29.0	29.0	7-11	460-600	0.5	30
E	25.0	29.0	31.0	28.0	7-11	600-525	0.5	30
F	25.0	26.0	28.0	31.0	7-11	525-460	0.4	30

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

PINOLE SHOAL CHANNEL

Vessels weighing less than 1600 gross tons or tugs with tows weighing less than 1600 gross tons are not permitted to enter or cross over Pinole Shoal dredged channel.

PINOLE SHOAL CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO OCT 2016

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
CHANNEL ENTRANCE TO LT. 11	32.0	35.0	34.0	10-16	600	5.1	35
THENCE TO 38°03'31"N, 122°17'08"W	32.0	34.0	34.0	10-16	600	2.2	35

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

SCALE 1:40,000

Nautical Miles 1 ½ 0 1 2 3

Statute Miles 1 ½ 0 1 2 3

Yards 1000 0 1000 2000 3000 4000 5000

994.6 X 779.3 mm

FATHOMS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17

FEET 6 12 18 24 30 36 42 48 54 60 66 72 78 84 90 96 102

METERS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

San Pablo Bay

SOUNDINGS IN FEET - SCALE 1:40,000

18654

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

twitter —— For the latest news from Coast Survey, follow **@NOAAcharts**

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey The Nation's Chartmaker